

OFF AMERICAN COAST

Shortly after noon, after reports from the Charlestown navy yard of the attack.

Immediately Lieutenant Commander Belknap, navy censor, got the New York navy yard on long distance phone and asked details.

New York was ignorant of the affair, but at once communicated with Fire Island lightship, from which the original report to Charlestown had been made.

A few moments later the lightship, twenty-five miles off Sandy Hook, flashed a message to the New York yard, which at once notified Belknap.

The news of the attack caused little surprise here, inasmuch as the presence of American waters of German submarines has been suspected for some time.

Officials believe that this submarine and possibly others are lying in wait in the steamship lanes for vessels which are conveying the British and French missions to the United States.

The report of the attempt to sink the Smith was communicated by wireless to the scout cruiser Chester, then by wireless via the Fire Island station to Boston and New York. Immediately the word was sent broadcast to the entire Atlantic fleet and the various squadrons of destroyers and submarine chasers which are guarding the steamship lanes.

According to the account reaching Washington, which differed slightly from the reports from Boston, the lookout on the Smith sighted a dark shape some distance off about 3:30 this morning. The alarm was at once given, but the dark shape disappeared and almost immediately thereafter the wake of a torpedo was sighted plainly. It passed across the bow of the destroyer some thirty yards ahead.

The Smith immediately steamed directly for the spot where the submarine had been seen, but it was not sighted. It is supposed that it submerged and made off in the darkness.

News of the attack on the Smith quickly traveled all along the Atlantic seaboard. Information reaching this city indicated that coastwise traffic generally is held up pending developments.

There was no excitement in official quarters when the word reached here. It was pointed out by officials that the necessary precautions to prevent any successful attack on either the cities along the coast of the coastwise and transoceanic vessels had been taken some time ago. The test now is being made of these precautions and officials were hopeful that it might prove successful.

The fact however that the submarine is directly off the coast caused some officials to fear a duplication of the moves which marked the visit to this country of the U-53 some time ago. Wireless alarms are understood to have been sent to the various vessels which may be in the path of the submarine.

It is violating no secret to say that naval officials are waiting confidently for word that the submarine has been sunk. They quietly express confidence in the precautions already set on foot and insist that the destroyer and submarine "sharks" will be able to meet the situation despite its admitted menace.

The U. S. Destroyer Smith was built in 1910 in Cramps' yard. It is a sister ship of the Lamson and is equipped with a Parsons turbine, three screws, 250-ton machinery; four Moshier boilers. On its trial trip it made an average speed of 28 and 35-100 knots.

FIRST U-BOAT ATTACK SPURS ENLISTMENT ZEAL IN NEW YORK

NEW YORK, April 17. — A packet attached to the park recruiting station charged through the press waiting a newspaper.

"They're at it!" cried the Jackie. "I guess we won't sleep them hard!"

A roar of applause followed.

There were demonstrations all along Broadway, but the effect which pleased the officials most was the stimulus it gave recruiting.

CABINET CONSIDERS MEANS OF DEFENSE AGAINST U-BOATS

WASHINGTON, April 17. — Cabinet members were unusually stern-faced today as they assembled at the White House for the regular Cabinet meeting this afternoon. Realization that German submarines are actualities in the very path of coastwise shipping brought home to them the fact that this war will not be one of passive acceptance of American hostility by Germany. Instead, it was agreed by the members—although none would talk for publication—that the German Admiralty could be expected to carry its undersea fighting home to America if possible.

Secretary Daniels laid before the cabinet the reports so far available of the attack upon the destroyer Smith. The questions of hurrying work on the small craft which will furnish the first line of submarine defense, as well as of accepting the many offers of steam yachts and launches already on file were considered. Definite action to strengthen the anti-submarine divisions was taken, details of which naturally are withheld.

Greatest Fight of War Rages on French Soil

Continued from Page One

ward Tombola Farm and at night gained ground along the spur north of Epohy station, taking a few prisoners," he reported today.

"The weather continues stormy," the British commander-in-chief declared. "There are high winds and squalls of rain."

All the way from Fayet, a scant two miles north of St. Quentin, to "pepy, eleven miles north, the British now are established within two miles of the St. Quentin-Cambrai high road. The road is really the artery giving life to the German forces at St. Quentin and La Fere. Once it is cut the cities below must fall.

British now hold Fayet, Fresnois-le-Petit, Pontu, Le Verguier, Villere, ground near Hergicourt, Bonsoy and today, ground near Epohy. All are nearly equally distant from the "Hindenburg line" of Cambrai-St. Quentin.

It was along the famous "Aisne line" that the French made their greatest advances in the first blows struck by General Nivelle. It was here that the Germans slipped firm after the retreat following the battle of the Marne.

The point of Nivelle's wedge was pushed into the German line at a point about midway between Soissons and Rheims, with another smashing blow struck coincidentally around Berry-au-Bac, where the German line turns and twists around Rheims. Ten thousand prisoners and a great quantity of supplies captured attested the irresistible force of the two great blows.

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ITALIANS STRIKE FIVE KEY POINTS OF FOES

LONDON, April 17. — Italy's strike to the much-vaunted Franco-British drive today was a continuation in the enemy's line of attack.

Italy's success seems impossible. The Franco-British drive today was a continuation in the enemy's line of attack.

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NOVELLA ATTACA BIA DIECIMILA PRIGIONIERI

I Francesi Guadagnano Una Segnalata Vittoria sulla Linea Tedesca Soissons-Rheims

LA NUOVA OFFENSIVA

BOSTON, 17 Aprile.

La nave americana Smith, destinata alla caccia dei sottomarini, e' stata attaccata al largo delle coste americane da un sottomarino tedesco che le ha tirato contro un siluro senza colpirla. Immediatamente dopo il sottomarino si e' sommerso e non e' stato piu' visto.

ROMA, 17 Aprile.

Il generale Cadorna sta per iniziare una grande offensiva in armonia con le operazioni di guerra degli alleati dell'Intesa, per cogliere le forze teutoniche nel momento in cui esse hanno bisogno di uomini e di materiale per far fronte all'offensiva franco-inglese. Notizie giunte oggi dalla fronte di battaglia dicono che l'artiglieria italiana e' stata estremamente attiva sulla fronte del Pionzo. Un corrispondente parla di un gran numero di prigionieri austriaci presi dagli italiani e di perdite gravissime inflitte dalle batterie italiane agli austriaci.

ROMA, 17 Aprile.

Il generale Nivelle ha dato il suo primo colpo e lo ha ottenuto bene. Mentre gli inglesi attaccavano le linee tedesche sulla fronte tra Lens e St. Quentin, le forze francesi hanno iniziato ieri una violenta ed improvvisa offensiva sulla fronte meridionale che finora non era stata toccata, e precisamente tra Soissons e Rheims. L'attacco si e' avuto e si svolge tuttora su una fronte di circa 25 miglia. Ieri le forze francesi conquistarono le posizioni tedesche di prima linea e parecchi elementi di trincee di seconda linea. Il successo dell'improvvisata offensiva assediata dal generale Nivelle e' dimostrato dal fatto che egli ha portato alle sue retrovie ben 10,000 prigionieri tedeschi ed una grande quantita' di materiale da guerra.

La nuova offensiva si e' svolta sulla famosa linea dell'Aisne, sulla quale i tedeschi si ritirarono dopo la vittoria francese della Marne. Ivi i francesi li avevano ripetutamente attaccati, ma sempre senza successo per difensive fortificazioni alla difesa, e poi per la inclemente preparazione degli alleati il cui materiale d'artiglieria era decisamente in numero di front all'abbondanza di cannoni di ogni calibro di cui disponevano i tedeschi.

Intanto e' da notare un fatto interessante. I tedeschi non sono stati costretti alla retrovia, ma invece si attendevano di essere attaccati sulla fronte dell'Aisne sin da quando i francesi iniziarono la loro offensiva contro la parte meridionale della linea Arras-Laon. E pero' avevano in queste ultime settimane ammassato uomini e materiale da guerra tra Rheims e Soissons preparandosi a far fronte all'attacco. Questo non siano riusciti ad arrestare l'avanzata delle forze di Nivelle ed abbiano dovuto cedere le loro posizioni di prima linea nonostante questi preparativi, va a mostrare ancora una volta che nemmeno il genio di von Hindenburg puo' oltre arrestare la marcia vittoriosa degli alleati dell'Intesa.

I tedeschi hanno combattuto disperatamente su tutta la fronte dell'Aisne, comprendendo bene che dalla loro resistenza su questa fronte dipende in gran parte la saldezza della linea di Laon e La Fere. Ma tutte le posizioni tedesche tra Soissons e Craonne sono cadute nelle mani dei francesi, mentre ad est di Craonne alcune posizioni di seconda linea dovettero essere abbandonate dalle forze di Hindenburg. Nel tempo medesimo le posizioni tedesche del settore di St. Quentin venivano assoggettate ad un violento fuoco di artiglieria che mirava a distruggere le fortissime ridotte costruite dai tedeschi.

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WOUNDED IN FRANCE

Edwin Austin Abbey and L. L. Johnson, of Collingswood, N. J., in Fierce Battles

Lieutenant Edwin Austin Abbey, 2510 South Ninth street, and Lieutenant Laurence L. Johnson, of Collingswood, N. J., have been wounded while serving with the Canadian army in France. It was learned by their relatives here today.

Lieutenant Abbey, a graduate of the civil engineering course of the University of Pennsylvania, is reported as being seriously wounded. A cablegram was received by his father, William B. Abbey, attorney, with offices at 523 Chestnut street, that his son is among the missing from a regiment who faced fire at Vimy.

Abbey was graduated from Pennsylvania in 1912. Until he enlisted in October, 1915, he was a civil engineer. During his military career abroad he has seen considerable action. He was wounded last year at Ypres, and upon his recovery was promoted to a lieutenancy.

Lieutenant Johnson is a native of England, although he has been a resident of the United States since he was three years old. His mother, Mrs. Mary Johnson, also a native of England, is now a resident of 637 Park avenue, Collingswood, N. J., where she received word of her son's wound.

According to the mother, Johnson, who is well known in this section as a civil engineer, particularly in road-building work and concrete construction, went to England last April and entered the Eleventh Field Company, Canadian Engineers. He remained until December 27 last, when he was sent to France. Immediately afterward he was sent to the firing line, where he has remained ever since.

The message from the Canadian War Office at Ottawa to Mrs. Johnson stated that her son had been wounded last Thursday, April 16, almost exactly a year from the time he left here.

While living in Jersey Lieutenant Johnson studied civil engineering at Rensselaer Polytechnic Institute, Troy, N. Y., and later opened an engineering office at Frenchtown, N. J., where he was engaged principally in road building. One of his samples of work is the large garage built in Collingswood three years ago on Haddon avenue near Woodlawn avenue.

Lieutenant Johnson married a Canadian

JOHN D. ROCKEFELLER PAYS TRIBUTE TO DEAD BROTHER

Attends Funeral of Kinsman With Whom He Had Not Spoken in Twenty Years

CLEVELAND, O., April 17.—John D. Rockefeller today paid homage to the memory of his brother Frank, with whom he had not spoken for twenty years.

The money king looked careworn as he stepped from the train, in company with his brother William, who last summer tried in vain to effect a reconciliation between the eldest and younger brothers.

Together the brothers viewed the body of Frank Rockefeller, who died Sunday scores of floral pieces were received at the home of Mrs. Walter S. Bowler, from which the funeral was held.

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Big Fours
Touring . . . \$850
Roadster . . . \$900
Sedan . . . \$1250
Sedan . . . \$1450

Light Sixes
Touring . . . \$985
Coupe . . . \$1050
Sedan . . . \$1250

Willis-Six
Touring . . . \$1425

Willis-Knights
Four Touring . \$1500
Four Coupe . \$1600
Four Sedan . \$1850
Four Limousine \$2050
Eight Touring . \$2500

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